

ST3 CANDIDATE PROJECTS:

CENTRAL

C-01

BALLARD TO DOWNTOWN SEATTLE LIGHT RAIL

- » **C-01a:** Downtown Seattle to Ballard (Market Street vicinity), primarily at-grade along Elliott and 15th Avenue
- » **C-01b:** Downtown Seattle to Ballard (Market Street vicinity), primarily elevated along Elliott and 15th Avenue with Tunnel Options
- » **C-01c:** Downtown Seattle to Ballard (Market Street vicinity), primarily elevated/tunnel options
- » **C-01d:** Downtown Seattle to Ballard (Market Street vicinity), primarily at-grade along Westlake Ave.

C-01e

ADDITIONAL POTENTIAL LIGHT RAIL STATION IN THE VICINITY OF SR 99 AND HARRISON STREET

C-01f

ADDITIONAL POTENTIAL LIGHT RAIL STATION IN INTERBAY

C-01g

ADDITIONAL LRT EXTENSION AND POTENTIAL STATION TO THE BALLARD HIGH SCHOOL/65TH VICINITY

C-02

BALLARD TO UNIVERSITY DISTRICT LRT

C-03

DOWNTOWN SEATTLE TO WEST SEATTLE JUNCTION

- » **C-03a:** Downtown Seattle to West Seattle/Junction, Elevated
- » **C-03b:** Downtown Seattle to West Seattle/Junction, At-Grade
- » **C-03c:** Downtown Seattle to White Center via Delridge Way SW

C-07

TRANSIT TUNNEL (INTERNATIONAL DISTRICT TO NORTHGATE) IMPROVEMENTS ENABLING INCREASES IN SYSTEM FREQUENCY

C-08

INFILL LIGHT RAIL STATION: GRAHAM STREET

C-09

INFILL LIGHT RAIL STATION: BOEING ACCESS ROAD

C-10

INFILL SOUNDER STATION: BOEING ACCESS ROAD

C-11

MADISON STREET BRT

C-12

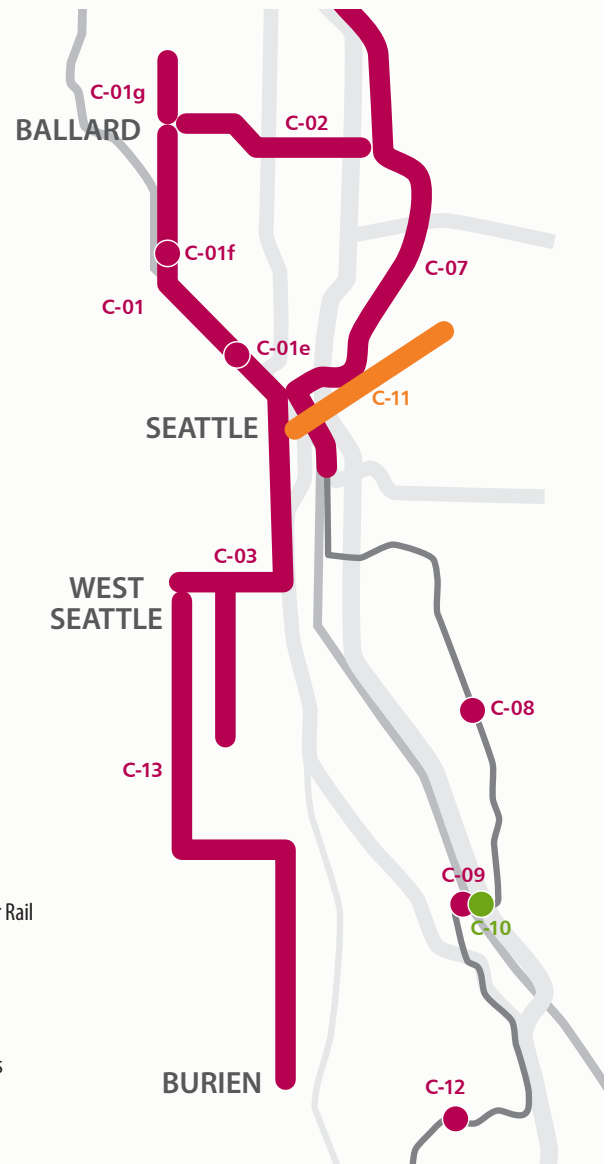
ADDITIONAL PARKING AT TUKWILA INTERNATIONAL BOULEVARD (TIB) STATION

C-13

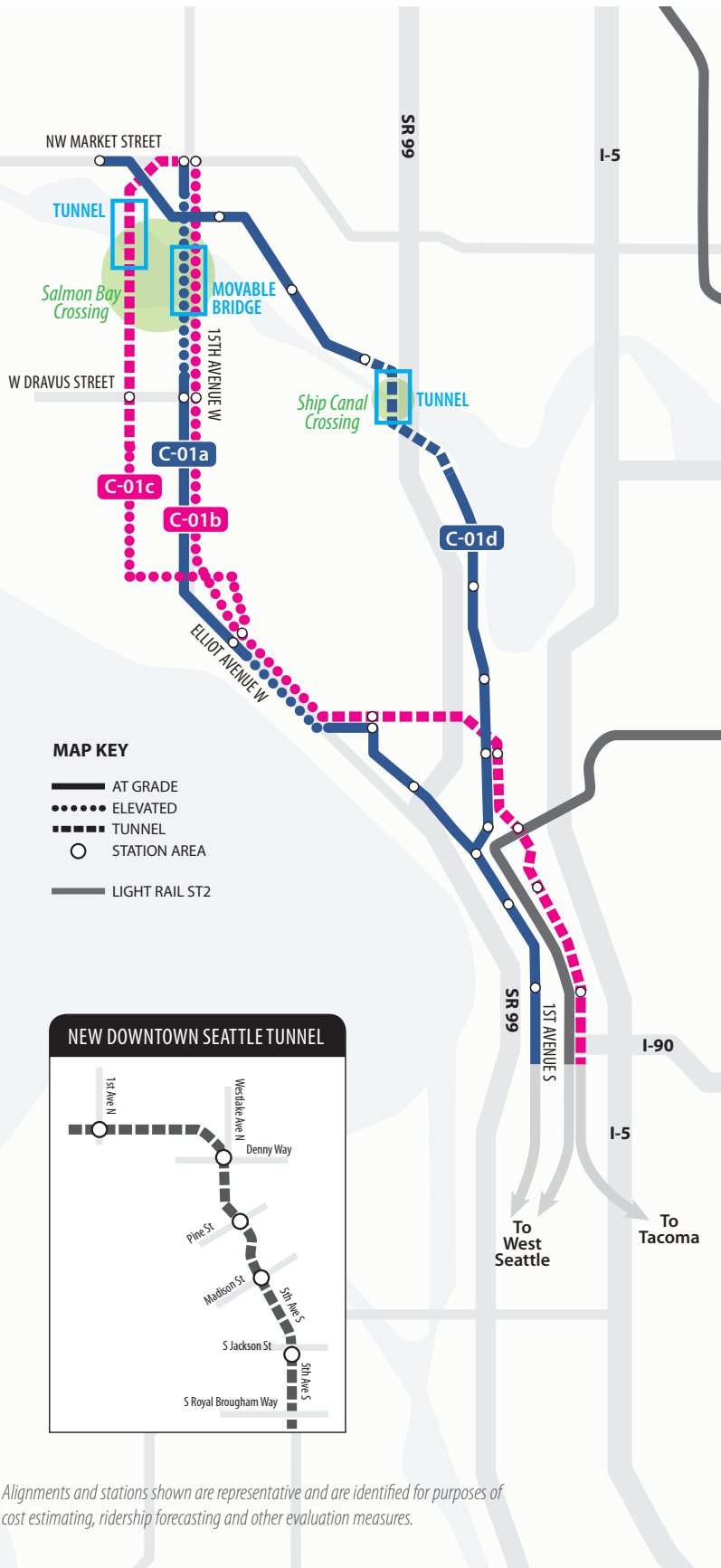
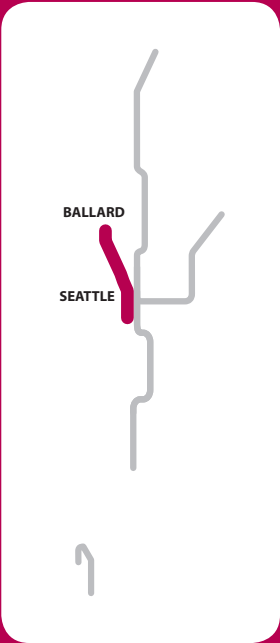
WEST SEATTLE/JUNCTION TO BURIEN TRANSIT CENTER LRT

MAP KEY

- Light Rail ST2
- Existing Commuter Rail
- Highway
- Light Rail
- Commuter Rail
- BRT
- New stations, stops or enhancements



ST3 CANDIDATE PROJECT:
BALLARD TO DOWNTOWN SEATTLE LIGHT RAIL
Corridor Options



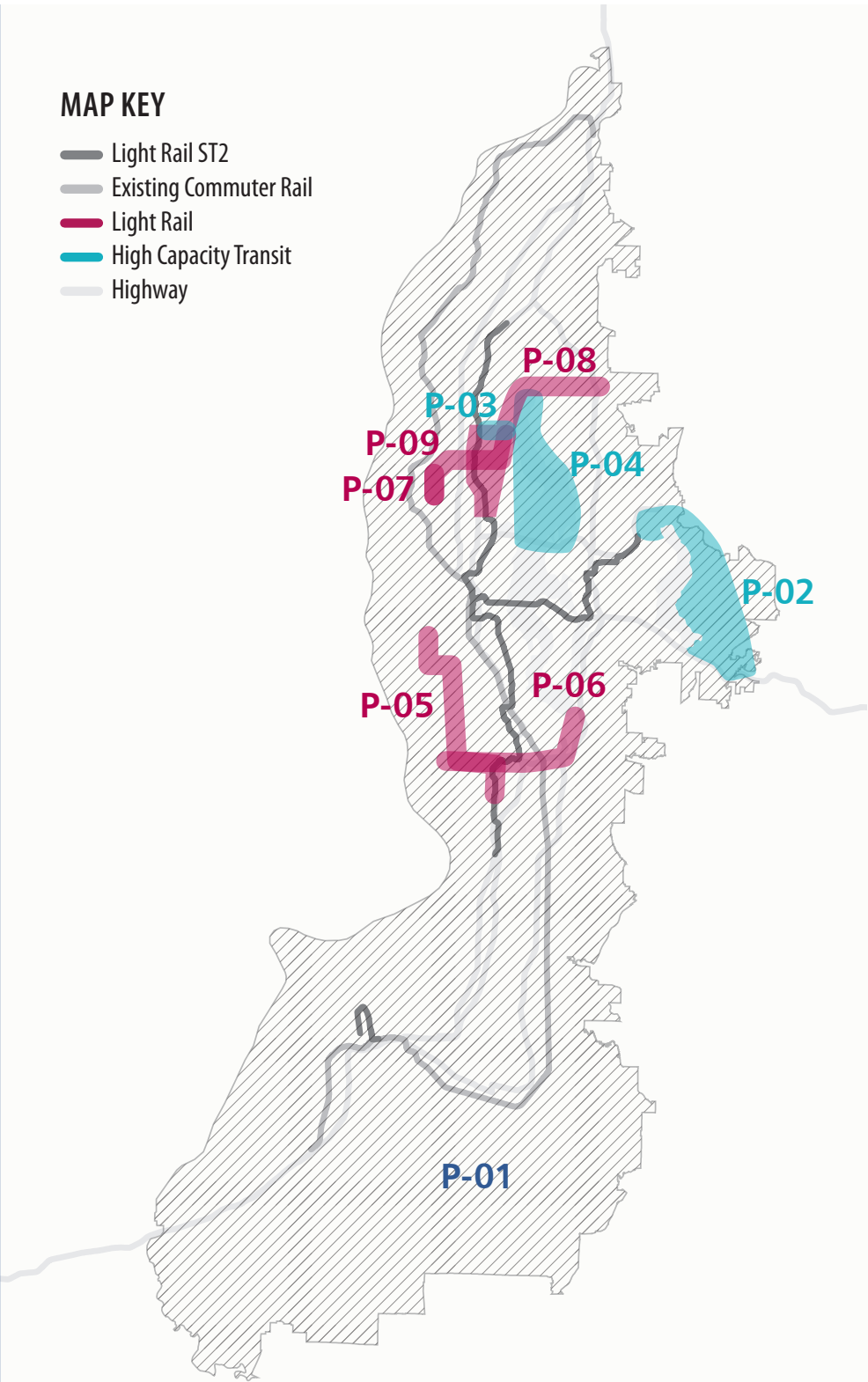
* APPROXIMATELY HALF OF RIDERSHIP SHOWN FOR C-01b AND C-01c TRAVEL SOLELY WITHIN THE BALLARD-IDS SEGMENT.
** ENTIRE ALIGNMENT OF C-01b IN EXCLUSIVE RIGHT-OF-WAY. RELIABILITY COULD BE AFFECTED BY MOVABLE BRIDGE OVER SALMON BAY.

		OPTION 1	OPTION 2	OPTION 3	OPTION 4
		15th At-Grade / At-Grade thru Downtown	15th Elevated / Tunnel thru Downtown	Interbay West / Tunnel thru Downtown	Westlake at-Grade / At-Grade thru Downtown
		Length: 6.3 Miles	Length: 6.9 Miles	Length: 7.5 Miles	Length: 6.6 Miles
		ST3 Candidate Project C-01a	ST3 Candidate Project C-01b	ST3 Candidate Project C-01c	ST3 Candidate Project C-01d
		NO	NO	NO	NO
		44,000—54,000	102,000—133,000*	102,000—133,000*	39,000—48,000
		\$1,827—\$1,955	\$4,391—\$4,699	\$4,960—\$5,307	\$1,725—\$1,846
		\$34.88	\$42.63	\$45.17	\$37.91
		23	18	19	25
		MEDIUM-HIGH	MEDIUM-HIGH**	HIGH	MEDIUM-HIGH
		MEDIUM-HIGH	HIGH	HIGH	MEDIUM-HIGH
		MEDIUM-HIGH	MEDIUM-HIGH	MEDIUM-HIGH	MEDIUM-HIGH
		75—85%	75—85%	75—85%	75—85%
		3 CENTERS	4 CENTERS	4 CENTERS	3 CENTERS
		MEDIUM	MEDIUM-HIGH	MEDIUM-HIGH	MEDIUM-HIGH
		HIGH	HIGH	HIGH	HIGH
		21 / 30	22 / 33	22 / 33	22 / 30
		64 / 94	65 / 98	65 / 97	62 / 94
		85 / 124	87 / 131	87 / 130	84 / 124
		30% / 17%	32% / 17%	32% / 17%	28% / 16%
		55,600 / 78,300	69,600 / 105,900	69,500 / 105,900	64,500 / 90,000
		170,500 / 249,800	206,400 / 310,300	205,300 / 308,500	183,200 / 277,100

ST3 CANDIDATE
PROJECTS:
REGION
WIDE
PROGRAMS
+
HCT
PLANNING
STUDIES

MAP KEY

- Light Rail ST2
- Existing Commuter Rail
- Light Rail
- High Capacity Transit
- Highway



Alignments shown are representative and are identified for purposes of cost estimating.
Study scopes may change or be combined.

	R-05	R-06	R-07
	System Access Program (Pedestrian and bicycle access, bicycle parking, transit)	Innovation and Technology Fund	Transit Oriented Development Program
\$ CAPITAL COST (2014 \$ M)	\$170—\$181	\$123—\$132	\$16—\$17

	P-01	P-02—P-09
	Future System Planning (ST4)	P-02: HCT Study: Issaquah Highlands to Overlake via Sammamish, Redmond P-03: HCT Study: Access and Connection on NE 145th from State Route 522 to Link Light Rail P-04: HCT Study: Northern Lake Washington Crossing P-05: HCT Study: Light Rail Extending from West Seattle to Burien and SeaTac Airport Station P-06: HCT Study: Light Rail directly linking Burien to Tukwila and Renton P-07: HCT Study: Light Rail from Ballard to Crown Hill P-08: HCT Study: Light Rail on SR 522 P-09: HCT Study: Light Rail from Ballard to Bothell via Greenwood, North Seattle, and Lake City
\$ CAPITAL COST (2014 \$ M)	\$60—\$64	\$26—\$28